*International Civil Aviation Organization*

The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/20)

Singapore, 05 – 09 July 2010

**Agenda Item 6: Review of ATS coordination group meetings**

# 31st and 32nd MEETING OF THE INFORMAL PACIFIC AIR TRAFFIC CONTROL (ATC) COORDINATING GROUP (IPACG/31 & IPACG/32)

(Presented by the United States of America and Japan)

**SUMMARY**

This information paper presents a summary of outcomes from the 30th Meeting of the US/Japan Informal Pacific Air Traffic Control (ATC) Coordinating Group (IPACG/30) that was hosted by the Civil Aviation Bureau of Japan (JCAB) in Tokyo, Japan from 5-9 October 2009 and the 32nd IPACG Meeting (IPACG/32) that was hosted by the U.S. Federal Aviation Administration in Honolulu, Hawaii from 10-14 May 2010.

This paper relates to

**Strategic Objectives:**

*A: Safety – Enhance global civil aviation safety.*
*C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment.*
*D: Efficiency – Enhance the efficiency of aviation operations.*

**Global Aviation Safety Plan Initiatives:**

*All*

## 1. Introduction

1.1 The Informal Pacific Air Traffic Control (ATC) Coordinating Group (IPACG) was established to provide a forum for air traffic service providers and airspace users to informally meet and explore solutions to near term ATC problems that limit capacity or efficiency within the Anchorage, Oakland, and Fukuoka Flight Information Regions (FIR). The IPACG/31 meeting, as well as the 18th Meeting of the IPACG Future Air Navigation Systems (FANS) Interoperability Team (FIT/18) were hosted by the Civil Aviation Bureau of Japan (JCAB) in Tokyo, Japan from 5-9 October 2009. Also, the IPACG/32 and FIT/19 meetings were hosted by the U.S. Federal Aviation Administration (FAA) in Honolulu, Hawaii from 10-14 May 2010. Summaries of the FIT/18 and FIT/19 meetings are available as attachments to the IPACG/31 and IPACG/32 final reports.

1.2 Mr. Hiroyuki Nakano, Special Assistant to the Director, ATC Division, Civil Aviation Bureau of Japan (JCAB) and Mr. Dennis Addison, Support Manager, Oceanic Operations and Procedures, Federal Aviation Administration (FAA) chaired the IPACG/31 meeting. Mr. David S. Burkholder, Director (A), Air Traffic Organization (ATO) International Office, Federal Aviation Administration (FAA) and Mr.

Hiroyuki Nakano, Special Assistant to the Director, ATC Division, Civil Aviation Bureau of Japan (JCAB) chaired the IPACG/32 meeting.

1.3 These were all very productive meetings attended by the FAA, JCAB, airspace operators, assorted industry representatives and international organizations. Many collaborative issues were discussed and agreements reached on efforts to improve the efficiency of air traffic operations in the North and Central Pacific, as well as the cross-polar environment.

## 2. Discussion

2.1 The following is a general summary of the work of the IPACG/31 and IPACG/32 on topics relevant to the work of the ATM/AIS/SAR/SG:

2.1.1 Updates were provided on all ongoing User Preferred Routes (UPRs) trials, including the Asia to New Caledonia/New Zealand trials, the Asia to Hawaii trials, and the Asia to Australia trials. Asia-Hawaii is the only trial operational at this time; the others are in paper trials. A paper trial for aircraft that normally flight plan via PACOTS Track 1 is set to begin on 7 June 2010. A second paper trial will begin on 1 November 2010 for a four week period, to look at the operational impacts during different seasonal conditions. The evaluations of the Operational Trial of PACOTS Track 14 and 15 UPRs are ongoing. The FAA and JCAB continue to discuss ways to relax restrictions on UPR implementation and use in the Fukuoka, Anchorage and Oakland FIRs, and will continue studying of feasibility of new UPRs through paper trials and discussions on minimizing restrictions currently in place on many of these UPRs. Since UPRs were implemented in 2000, the cumulative fuel savings has been over 1.1 billion kg and a resultant reduction of 3.47 billion kg of C02 emissions.

2.1.2 The FAA discussed the application of Dynamic Airborne Reroute Procedures (DARP) in the Asia-Pacific Region. The FAA reported that Oakland Center (ZOA) has implemented DARPs in many areas in its FIR, yet utilization of DARP procedures remains infrequent. Dispatcher workload is cited by airlines as the main limiting factor. FAA is investigating an option, through Trajectory Based Operations (TBO), where a fuel efficient route can be constructed and suggested by the controller and delivered to the pilot for review and acceptance or rejection. Study is underway on this.

2.1.3 The meeting discussed the Pacific Project as proposed by the International Air Transport Association (IATA), and IPACG/32 endorsed the concept of the project.

2.1.4 FAA presented initiatives for modifications to the PACOTS track generation procedures and efforts that have been taken to improve operations through the NOPAC Route System.

2.1.5 JCAB reported that operations of flexible use of oceanic sectors started in Fukuoka FIR from 8 April 2010. The objective for sectorization in oceanic airspace is to improve efficiency for aircraft and reduce controllers' workload.

2.1.6 The FAA presented information and solicited comments on a consolidated Interface Control Document (ICD) for the North Atlantic and Asia/Pacific Regions to provide for harmonized Air Traffic Service Inter-facility Data Communications (AIDC). Comments are due by 31 July 2010 to the FAA. This document will also be coordinated with ICAO regional groups, as appropriate.

2.1.7 The FAA provided an update on its ADS-B In Trail Procedures (ITP) and ADS-C Continuous Decent Procedures (CDP) trials. The FAA has entered into agreement with United Airlines for an operational trial of ADS-B ITP in the South Pacific - equipped United Airlines 747-400's operating between the US West Coast and Australia and on return flights. It is planned that between one third and one half of the 747's operating on the route will be equipped and authorized to request an ITP maneuver. Initial expectations are between one and two ITP procedures performed per week of operations. The

FAA reported it is evaluating oceanic ADS-C CDP. During FY 2010, collision risk modeling will be completed, and a demonstration plan and procedure will be finalized.

2.1.8 The FAA reported that it has been conducting trials for use of a Tailored Arrival (TA) procedure since November 2006 at San Francisco International Airport (KSFO). Since the initial trials began, approximately twelve hundred (1200) full TAs and twenty-three hundred (2300) partial TAs have been flown into KSFO.

2.1.9 JCAB reported that it had published an Aeronautical Information Circular (AIC) on implementation of operational trial for exchange of turbulence information by CPDLC within Fukuoka FIR in IPACG/31. JCAB started operational trial for exchange of turbulence information by CPDLC within Fukuoka FIR from 10 February 2010. So far, approximately ten turbulence reports are reported a day.

2.1.10 The FAA explained that for Oakland ARTCC there were two FIRs; KZAK is the oceanic FIR and KZOA is the domestic FIR. Since January 2010, NOTAMS for oceanic have been published under the KZAK identifier, but oceanic SIGMETS have still been published under the KZOA identifier. Oakland ARTCC is working to change SIGMETS to KZAK. The FAA noted that they do not have a date for this change, but would alert JCAB and operators when the change date is determined.

2.1.11 The FAA briefed that in the past twelve months, the ASPIRE Partnership has welcomed two new members: the Civil Aviation Bureau of Japan (JCAB) on 11 October 2009 (reported at IPACG/31) and the Civil Aviation Authority of Singapore (CAAS) on 31 January 2010. CAAS officially joined the ASPIRE Partnership on 31 January 2010 in a signing ceremony conducted at the Singapore Air Show 2010. CAAS and Singapore Airlines conducted a flight demonstration (labeled ASPIRE 5) on 2 February 2010 from Los Angeles, CA to Singapore via Tokyo Narita International Airport using a Singapore Airlines Boeing 747-400 aircraft. The FAA stated that in total, the five (5) ASPIRE demonstration flights have been an overwhelming success, given that these savings are for only one aircraft and one single flight. The cumulative fuel savings of the ASPIRE flights is 32,386 kilograms (Kg), leading to an overall carbon dioxide (CO2) reduction of 101,986 Kg. Extrapolating these benefits over multiple flights per day, everyday for a year, that annual savings would be astounding.

2.1.12 FAA and JCAB provided updates on the implementation of routine operational teleconferences (telcons) between the Fukuoka Air Traffic Management Center (ATMC) and the FAA Air Traffic Control System Command Center (ATCSCC). JCAB also provided updates on the implementation of domestic operational traffic flow management telecoms with its user community and stakeholders.

2.2 The aforementioned information is a very condensed summary of discussion topics from the IPACG/31 and IPACG/32 meetings. Full and detailed meeting reports, including attendee's listings, action item tracking, capacity enhancement tables, and reports of the 18th and 19th FANS Interoperability Team Meetings are available on the U.S. Federal Aviation Administration's web site at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/ipacg/

## 3. Conclusion

3.1 The meeting is invited to note:

a) the work accomplished by IPACG/31 and IPACG/32, and

b) that the Civil Aviation Bureau of Japan (JCAB) will host the IPACG/33 meeting from 15-19 November 2010.

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